

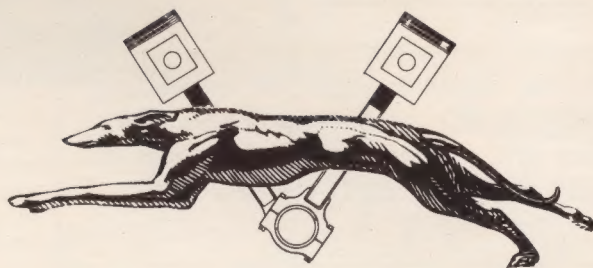
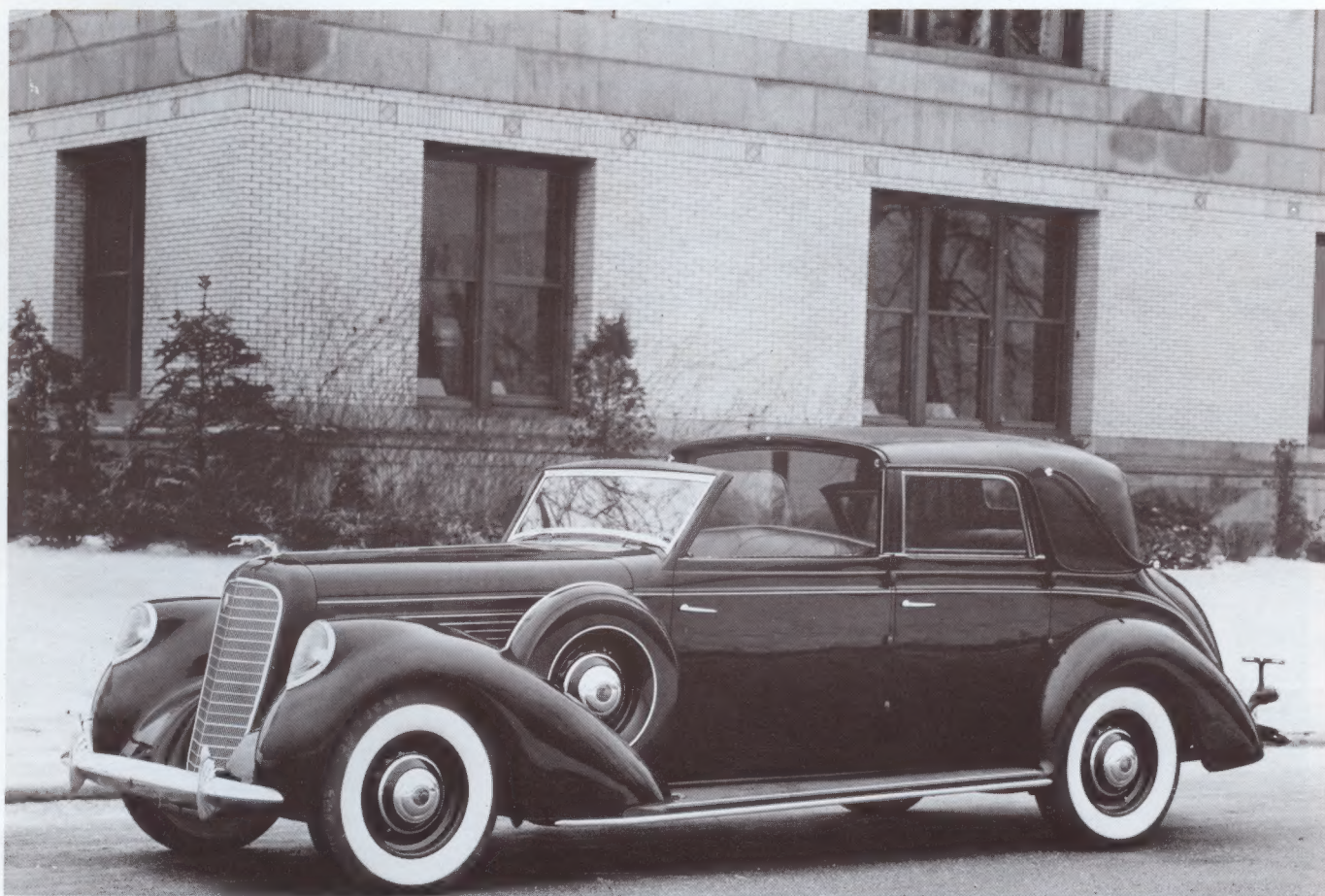
# The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.



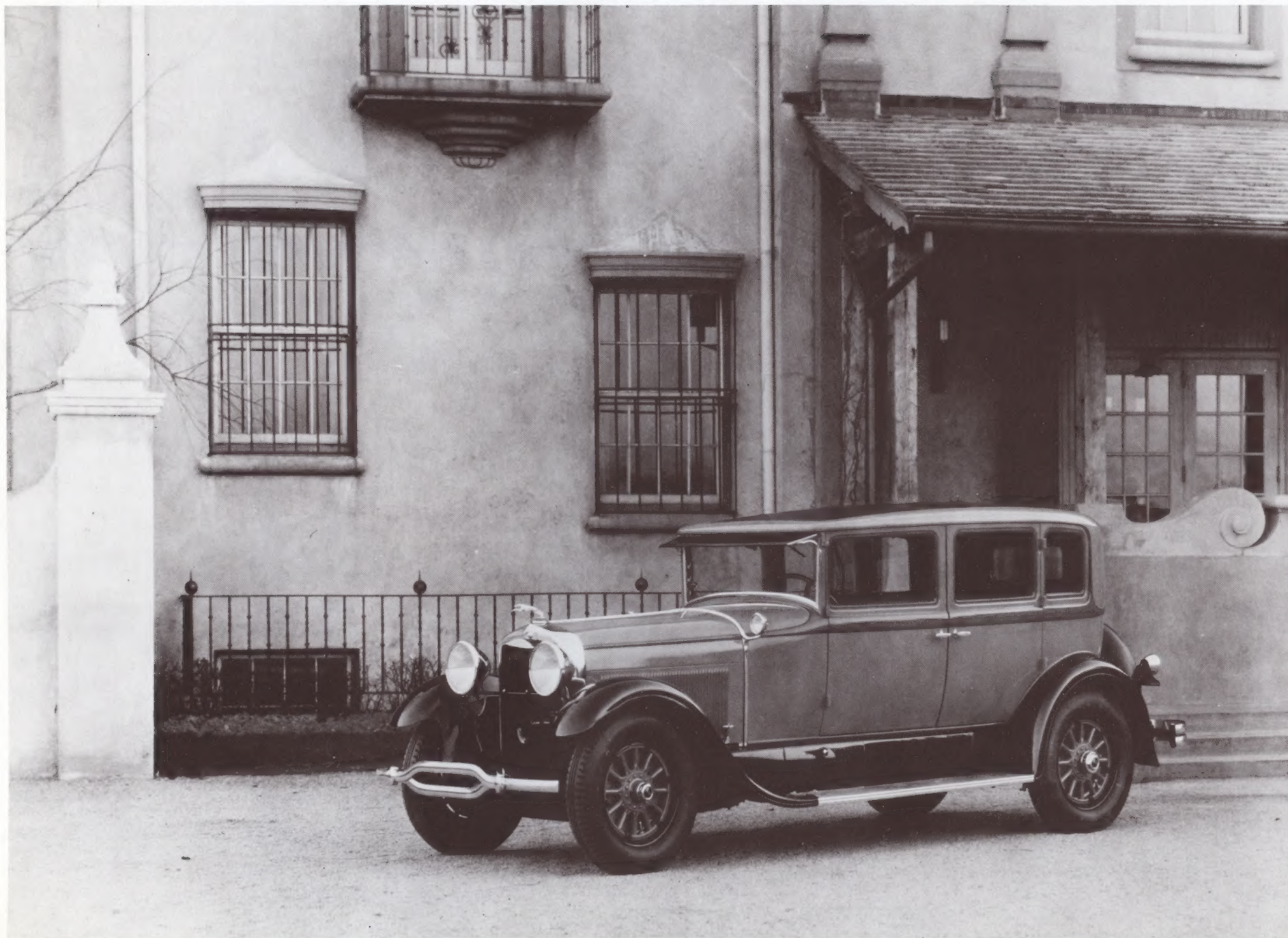
VOLUME 19 NO. 3

MAY-JUNE 1980





1929 Town Sedan, 169B





# The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

P.O. BOX 189

Algonquin, IL 60102

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Rick Zobelein

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**THE LINCOLN OWNERS' CLUB, INC.** is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

**THE FORK & BLADE** (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, IL 60102. Second class postage paid at Algonquin, IL. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

## EDITOR

**FORK & BLADE**

2510 Alameda

San Mateo, Ca. 94403

## PUBLICATION DEADLINES

December 15.....Jan.-Feb. Issue  
February 15.....March-April Issue  
April 15.....May-June Issue  
June 15.....July-August Issue  
August 15.....Sept.-Oct. Issue  
October 15.....Nov.-Dec. Issue

**MEMBERSHIP DUES** are \$10.00 a year, of which a portion is applied to a calendar year subscription to the FORK & BLADE magazine. Memberships are nonretroactive and commence on January 1 or date paid, and expire on December 31. New memberships received between November 1 and December 31 are valid for the remainder of the year in which paid, plus the following year.

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## Club Projects

1. 1924-1930 Lincoln Service Bulletins .....	\$ 30.00
2. 1931-1935 Lincoln Service Bulletins .....	25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins .....	5.00
4. L Lincoln Shop Manual .....	20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards) .....	5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards) .....	5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, IL 60102.



# LINCOLN

M O T O R C A R S

## The Lincoln Policy

The Revision of Lincoln  
selling prices, ranging from

\$800<sup>00</sup>  
to  
\$1,200<sup>00</sup>

makes it possible for many  
persons to enjoy the advan-  
tages which only the Lincoln  
car can give them, but who  
otherwise might try to be  
content with something  
which did not measure fully  
up to their ideals.

TWELVE  
BODY  
TYPES

*persists inflexibly to produce the  
finest motor car in the world.*

By finest motor car in the world we mean, without  
reservation, the most attractive in appearance; the most  
comfortable and least fatiguing in which to travel; the  
most fascinating to drive; the most dependable; the  
most enduring; the most roadworthy; and by every  
standard the most desirable and most satisfying motor  
car of which it is possible to conceive.

The effecting of that policy is made possible only  
because of abundant resources—in scientific equip-  
ment, in adept craftsmen; and in finances which are  
practically without limit.

LINCOLN POLICY is not subject to one iota or com-  
promise.

It is not subject to the influence of desire to meet a  
pre-determined selling price.

LINCOLN POLICY is not subject to any adverse influence,  
regardless of whatsoever effort or expenditure may be re-  
quired to perpetuate the world-known Leland standards.

Quality and character, as always, will persistently  
stand foremost.

These, scrupulously maintained, price then necessarily  
becomes incidental; and LINCOLN prices are merely  
what a car of LINCOLN quality and LINCOLN character,  
scientifically produced, must of necessity demand.

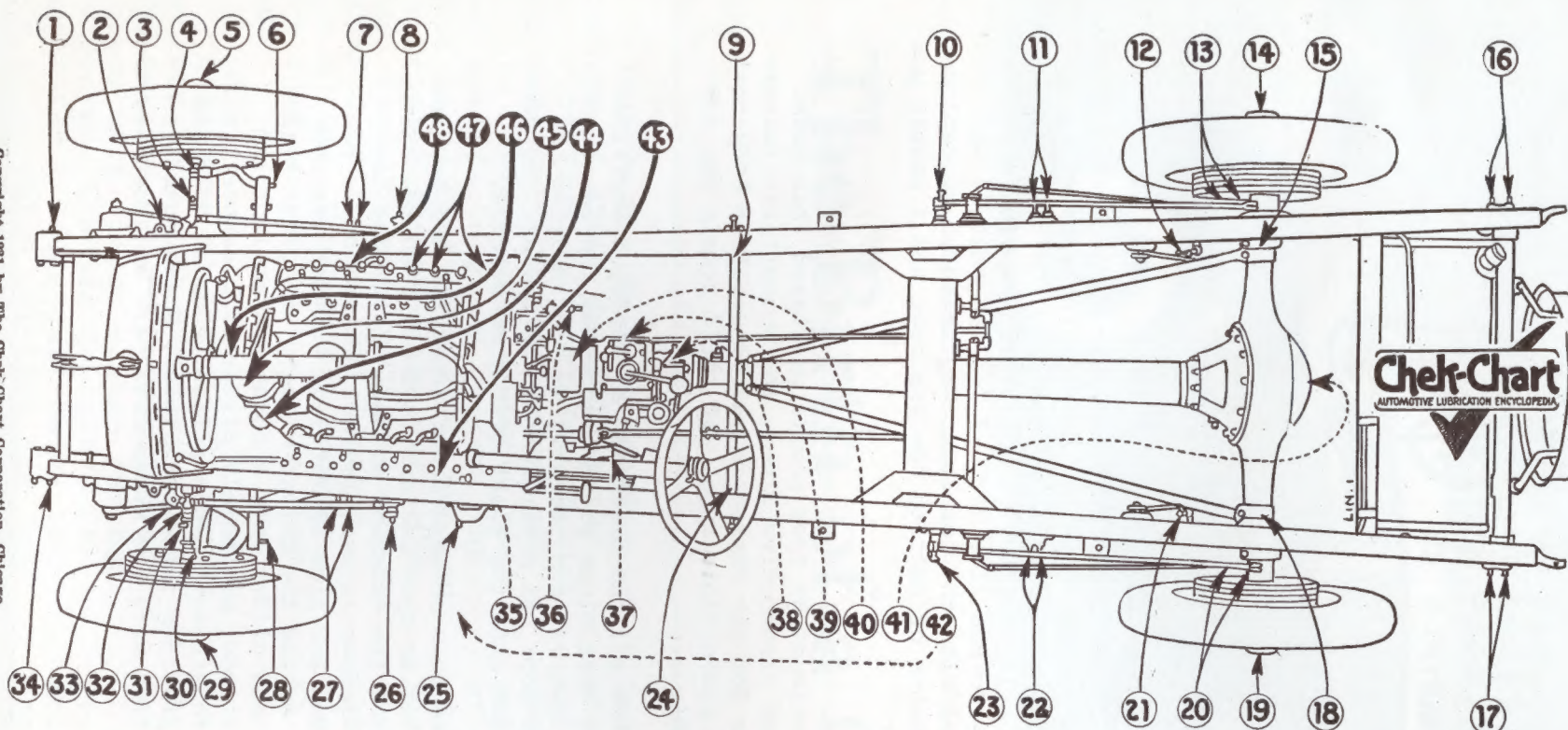
LINCOLN MOTOR COMPANY DETROIT, MICHIGAN

## LELAND-BUILT



# LINCOLN—1929-30

CAPACITIES—Crank Case 10 qts. Transmission 3½ pts. or lbs. Differential 6½ pts. or lbs. Radiator 30 qts. Gasoline Tank 20 gals.



Copyright 1931 by The Check-Chart Corporation, Chicago  
Imperial and Associated Lubrication Companies, Inc.  
All rights of translation. Printed in U. S. A.  
Patents Pending.

## CHASSIS

### (Alemite Pin-Type Lubrication System)

1. Spring Bolt—Fluid Lubricant.
2. Shock Absorber Link—Fluid Lubricant.
3. Brake Shaft—Fluid Lubricant.
4. Steering Knuckle Bolts—Fluid Lubricant.
5. Front Wheel Bearings—Pack with Wheel Bearing Grease.
6. Steering Knuckle Tie Rod—Fluid Lubricant.
7. Spring Bolts (two places)—Fluid Lubricant.
8. Brake Shaft—Fluid Lubricant.
9. Brake Shaft—Fluid Lubricant.
10. Brake Shaft—Fluid Lubricant.
11. Spring Bolts (two places)—Fluid Lubricant.
12. Shock Absorber Link—Fluid Lubricant.
13. Brake Shaft (two places)—Fluid Lubricant.

14. Rear Wheel Bearings—Pack with Wheel Bearing Grease.
15. Rear Axle Spring Seat—Fluid Lubricant.
16. Spring Bolts (two places)—Fluid Lubricant.
17. Spring Bolts (two places)—Fluid Lubricant.
18. Rear Axle Spring Seat—Fluid Lubricant.
19. Rear Wheel Bearings—Pack with Wheel Bearing Grease.
20. Brake Shaft (two places)—Fluid Lubricant.
21. Shock Absorber Link—Fluid Lubricant.
22. Spring Bolts (two places)—Fluid Lubricant.
23. Brake Shaft—Fluid Lubricant.
24. Brake Shaft—Fluid Lubricant.
25. Drag Link—Fluid Lubricant.
26. Brake Shaft—Fluid Lubricant.
27. Spring Bolts (two places)—Fluid Lubricant.

28. Steering Knuckle Tie Rod—Fluid Lubricant.
29. Front Wheel Bearing—Pack with Wheel Bearing Grease.
30. Steering Knuckle Bolt—Fluid Lubricant.
31. Brake Shaft—Fluid Lubricant.
32. Drag link—Fluid Lubricant.
33. Shock Absorber Link—Fluid Lubricant.
34. Spring Bolt—Fluid Lubricant.

## TRANSMISSION AND DIFFERENTIAL

35. Drain Crank Case.
36. Starter Operating Shaft—Fluid Lubricant.
37. Clutch and Brake Pedal Bearings—Fluid Lubricant.
38. Universal Joint—Fluid Lubricant.
39. Transmission—Fill to plug level—Free Wheeling Lubricant, Summer No. 110 FW; Winter No. 90 FW—Capacity 3½ pts. or lbs.

40. Clutch Release Bearing—Fluid Lubricant (remove plate).
41. Differential—Fill to plug level—Free Wheeling Lubricant, Summer No. 110 FW; Winter No. 90 FW—Capacity 6½ pts. or lbs.
42. Replace Crank Case Plug.

## ENGINE

43. Steering Gear Case—Fluid Lubricant.
44. Fill Crank Case—Capacity 10 qts. (S. A. E. Viscosity: Summer 40—Winter 30).
45. Distributor—Engine Oil in oil cup. Also keep lower part of distributor filled with Chassis Lubricant through lower cover plate.
46. Engine Fan Bearing—Fluid Lubricant—and Front Engine Support (on 1929)—Fluid Lubricant.
47. Generator Both Ends, Pump Housing (three places)—Engine Oil.
48. Water Pump—Fluid Lubricant.

THERE IS A TOTAL OF 57 LUBRICATION POINTS ON THIS MODEL REQUIRING 3 DIFFERENT LUBRICANTS

# LINCOLN—1929-30





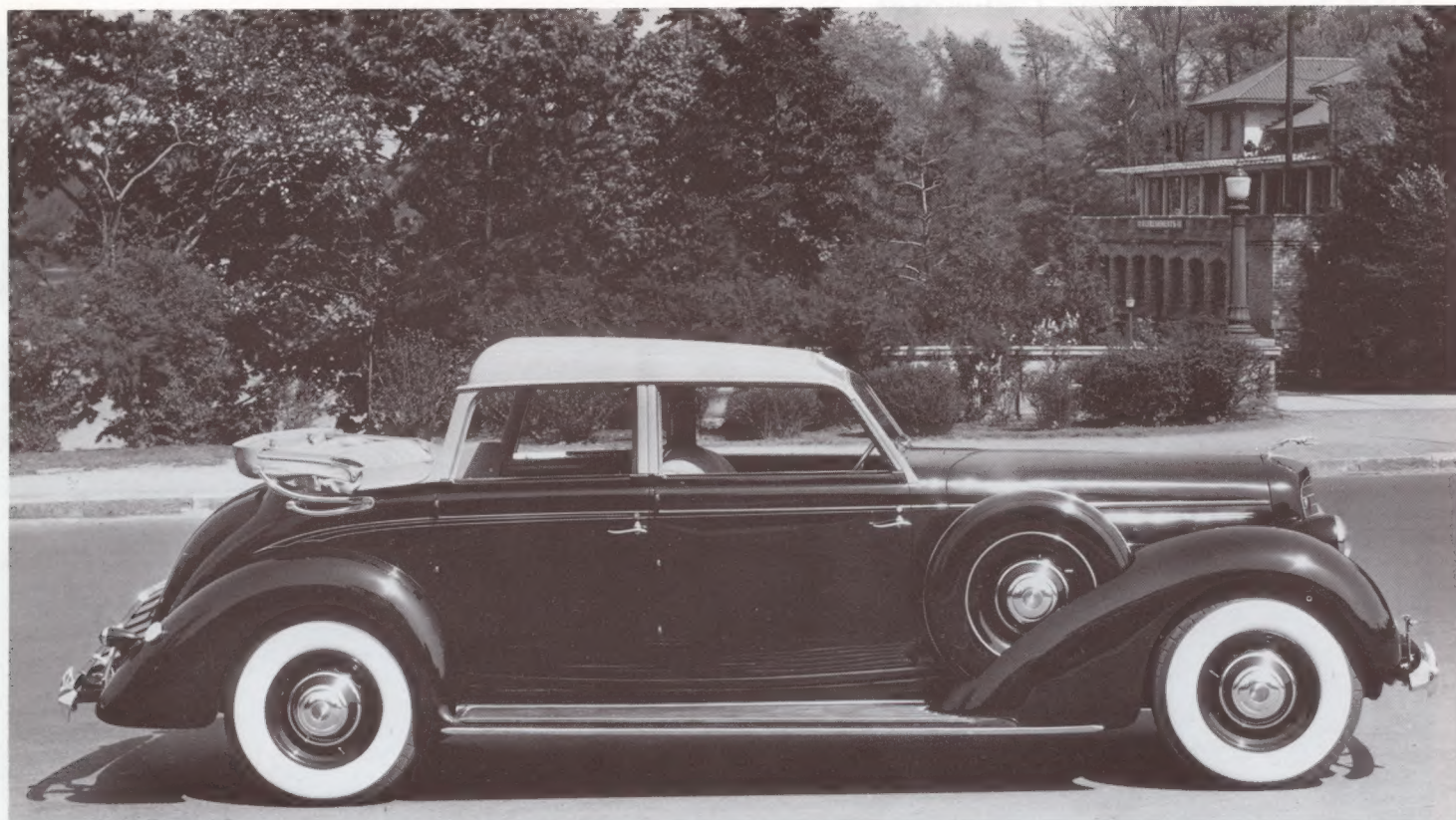
Walking on Madison Avenue in New York City, early in 1935, I came upon a beautiful four door convertible sedan, built by a competitor, standing at the curb. The chauffeur was at the wheel, obviously waiting for the owner. He appeared shortly while I was still wrapped in admiration. Noting my interest, he smiled and said, "How do you like it?". I replied that it was very beautiful but wondered how it was with the top down. "My friend," he replied, "there has only been one performance of putting the top down and I assure you that there will never be another!"

This started an inquiry into actual owner experience with four door convertible sedans. The results convinced us that people purchased this model largely because of its sporty and distinctive lines. The convertible feature was seldom utilized. The problem for our designers was to create a body that would possess the appeal of the convertible type, yet still retain the comfort features of the closed model.

Our new Touring Cabriolet has all the smartness of wholly convertible models. The forward slope of the rear hinge pillar increases the length of the rear quarter. When this is lowered, considerably more of the car is opened than is the case when the door has a straight hinge pillar. The forward slant of the glass harmonizes with the slant of the windshield.

The top is made with exposed bows on each side. After the top has been lowered, most of the advantages of an open car are secured. When necessity arises, the top can be raised from the exterior without disturbing the occupants. With the top up and windows raised, perfect protection is provided. This type of top is staunch and free of rattles. Another improvement is the absence of a header behind the driver's seat. The glass raises from the back of the front seat and slides into a channel that is flush with the cloth headlining. The slender windshield pillar of maganese bronze is as small as is consistent with strength. This pillar, coupled with the square corners of the windows, provides increased vision. Glass panels in the top, placed in close connection with the windshield, are an added feature of this model.





# The Birth of a Classic

*By Hermann Brunn*

Thus read a Brunn promotional brochure of 1936, describing the new Brunn Touring Cabriolet. Having been widely circulated among the Lincoln Dealers, the response was very satisfactory. Of course, the first thing that we did was to head for Detroit and show the car to Mr. Edsel Ford. He was impressed and included it in the 1937 Lincoln custom line. Some thirty models were sold including one as a Town Car.

Beginning with the 1937 series the long body side moulding of the 1936 version had to be eliminated because of a slight change in chassis design. Lincoln designers incorporated a ledge just below the hood hinge which extended the full

length of all bodies, both custom and standard. This made the long applied body side moulding inappropriate. This was a disappointment to me personally as it was one of my contributions to the design of the 1936 model. This moulding, instead of being a constant section became slightly wider as it reached the rear of the body and had a "feathered-out" treatment to finish it off. (refer to photos).

One of the features which I do not think was fully appreciated was the two skylights directly above the windshield header. These were of a slightly tinted "neutralite" glass and were very pleasant to drive behind. The driver and passenger could observe overhead traf-



1936 Brunn Touring Cabriolet







Personal Car of Mr. Hermann Brunn



fic signals very conveniently without twisting their necks. If the sun was too bright, larger than normal visors were provided. After we were about half way through the Lincoln program, the Pittsburgh Plate Glass Company notified us that the "neutralite" shade was no longer available and we would have to substitute with a much darker tint. They could not make any more of the lighter tint for such a small anticipated volume. This darker tint nearly defeated the whole purpose, but we had to use it on the balance of the Lincolns and all of the Packards to come later on.

Another revolting development came when the Laidlaw Co., suppliers of the beautiful two tone Bedford cord body cloth, advised us that it was no longer available and no more could be made for the same reasons as was the glass problem. We had to substitute a darker cord which gave more contrast between the light and dark wales (cloth edging). The interior, with its cord upholstery and contrasting, compatible leather components helped us to maintain the car's convertible image. Most of the tops were covered with light tan Haartz convertible top material for the same reason. A very few used black Landau leather, but only at the customer's request. After about six months, much to my disappointment, my father sold the 1936 original. This car is now well restored and the property of LSC member Walt Shearer of Southern California. My father then took one of the 1937 versions for his own personal use; a car, I might add, that gave me many miles of driving pleasure. This was the car that captured the attention of Packard in mid-1937.

Horace Potter, head of Packard custom car division, arranged for Mr. Gillman, then President of the company, to see the car. He too was





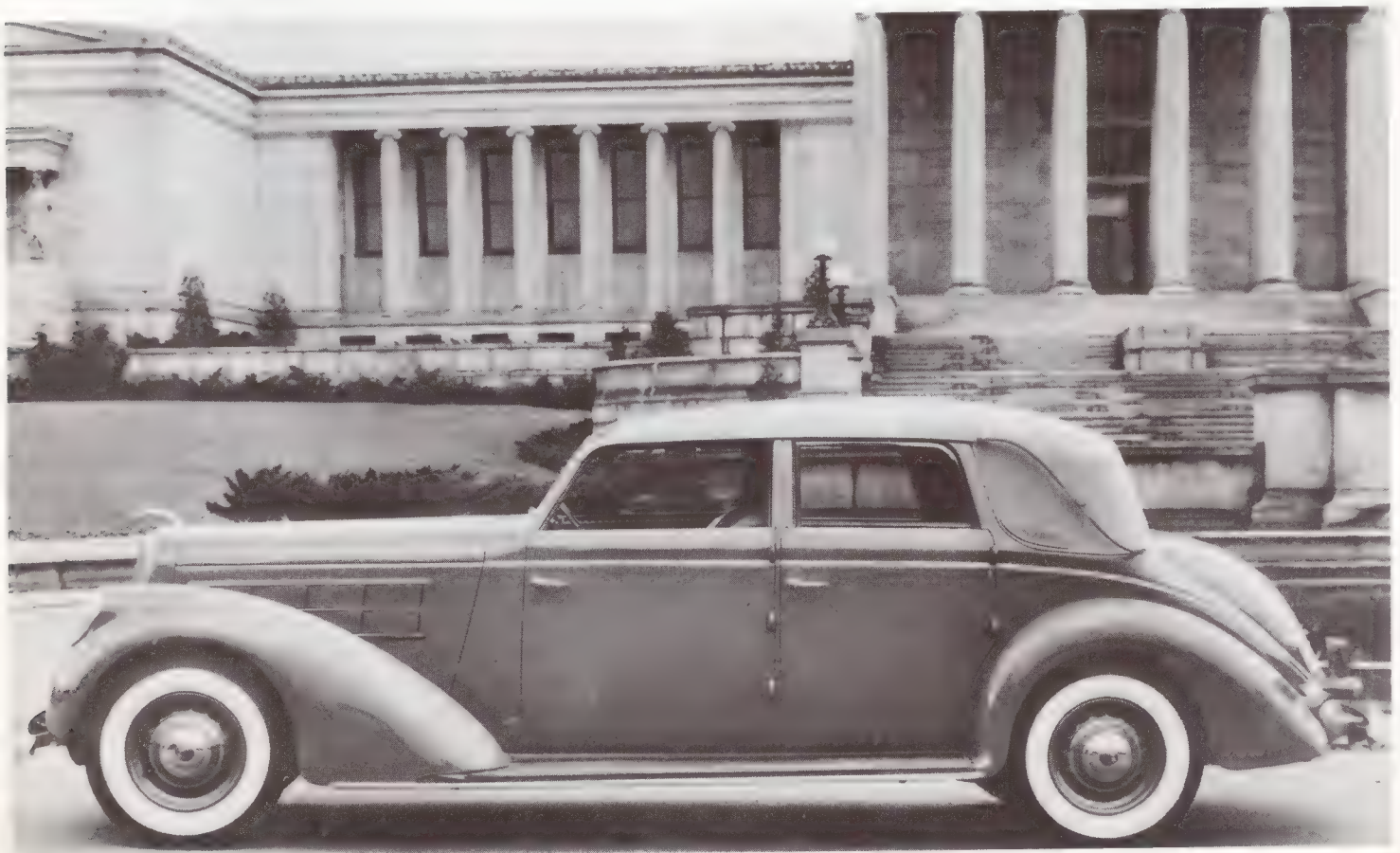
impressed as Mr. Ford was, and we soon received an order for about 40 jobs, 5 of which were Town Cars. One of these is now the property of Phil Hill, and beautifully restored and maintained. The Packard version of the Touring Cabriolet was designed with the idea of using the door panels of existing Packard four door convertible sedans in an effort to keep the cost down. The Packard cowl made it necessary to design a V-type windshield which did not adapt itself to the skylight feature as well as the straight across windshield of the Lincoln. The door stampings were shipped to Buffalo for incorporation into the design. These panels, as they came from the dies, were so poor and ragged that approximately 180lbs. of solder had to be applied to each body to true-up the doors and make them usable. This proved a costly operation, and more expensive than the aluminum panels used on the Lincoln jobs. The Town Car version of the Packard made one of the most attractive and fleet looking vehicles Brunn

ever produced.

In spite of the effort to engineer these jobs in a manner to keep the cost down, they ran more to produce than the Lincoln. On top of that, Packard was asking \$10,000 apiece, compared to Lincoln's price of \$8,000. A decline in the sale of this type of merchandise occurred while the cars were being built and it took two years to dispose of them all. Hence, it proved to be anything but a profitable venture.

Another fine Lincoln of this type is a 1938 model owned by LOC member Tony Morganthau. This car has scored 100 points and Best of Show at Boca Raton CCCA Meet in January 1979 and also at the Eastern Grand Classic in July. This brought a round of applause from the Brunn family while they were at the Far West Grand Classic in Santa Barbara, California.

*(reprinted with permission, The Classic Outlook, CCCA NORCAL REGION)*







# TECHNICALLY SPEAKING

## *Lubrication Maintenance*

It may come as a surprise to many that, some of the surviving Lincolns that we own and admire are being mistreated more than ever before!

This, however, is not a matter of wilful abuse, but of plain ignorance. Many Lincolns are still "all original" unrestored drivers that give their owners many miles of enjoyment. They enjoy lots of attention on the outside, including washing, waxing, and lots of polish. Mechanically, the cars are wasting away due to lack of LUBRICATION MAINTENANCE. Why tear it down, it's ok for now!

During a vehicle inspection, there are many areas found to be in dire need of lubrication. Wheel bearings are extremely critical to the safety of the vehicle and quite costly to replace. Repacking the bearings on all four wheels is a very simple operation that can be done on any Saturday.

Engine fans turn on ball bearings and are always overlooked since "the fan is still turning so it has to be ok."

Speedometer cables seem to survive until the speedometer needle starts to jump around, prompting the owner to go to the source of the problem, remove the cable and grease it.

If you ever have the need to remove your floorboards, remember to go for the grease gun and lubricate the throwout (release) bearing inside the flywheel housing, the starter drive (L series), and the clutch and brake pedals.

The forgoing operations are quite simple to perform, however, they are not the only areas that need attention. Worn water pumps never seem to stop leaking no matter how much packing you install. Shaft bearings are rusted and dry, allowing excessive play in the shaft. Rather than greasing it, just take time and restore the pump and your troubles are over.

Starters are generally trouble free. On the L series, the starter-generator is turning all the time and should be lightly lubricated at the proper intervals. Excessive oil can find its way onto the brushes and cause trouble. Worn or dry overrunning clutches in these units can cause the generator to stop charging since the clutch is not locking up. The water pump must be removed to service this item properly.

Last, but very important, is the differential pinion bearings on the early L series. Filling the differential does not guarantee proper lubrication of the pinion bearings that are contained in a separate housing. This pinion gear housing has its own lubrication point which must not be overlooked.

Lubrication charts have appeared in many of the past issues of the Fork & Blade. **MAKE USE OF THEM!**



# The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the LOC.

## FOR SALE

- 1932-33 KB Manifold, manifold crossover, exhaust extension gaskets. Manifold set \$16.00; crossover & extension set (7 pieces) \$13.00; Water transfer tube gaskets (3 per car) \$1.00 each
- 1933-39 K Engine gasket set, minus headgaskets, \$43.00; Head gaskets available soon. All prices post paid.  
Contact: Gerald Lettieri, 132 Old Main St. Rocky Hill, CT. 06067. Phone: (203) 529-7177
- 1929 L Right front seat cushion for open car, \$10.00, Right hood shelf, \$10.00, SSAE for information.  
Contact: Al Link, James Way, Granite Springs, N.Y. 10527. Phone: (914) 248-5341
- 1927 L Four passanger sedan, Model 144B, \$7,500.00.  
Contact: Art Bowen, 1834 1st St., Napa, Cal. (707) Phone: (707) 253-1337
- 1926 L Judkins Coupe, mechanically restored, new WSW tires, 90% rechromed, needs upholstery, a little body work, headlite, and radiator ornament. Complete with spare engine. Vehicle stored in Montana at present.  
Contact: B.M. Tuss, 1026 Coachlight, Houston, Texas, 77077. Phone: (713) 965-1147 Days, (713) 496-7661 Nites.
- 1933-39 K Hood bumpers, \$100.00 per set of four.
- 1933-36 Jeweled cigar liter knobs, \$30.00 each.
- 1932-39 K License plate clips for bottom of plates, front & rear \$8.00 each. Contact: Del Beyer, 5646 Pleasant Hill Rd. Hartford, WI., 53027. Phone: (414) 673-2561
- 1935 K Six wire wheels and hubcaps, Sold as a set only! Make offer.  
Contact: Frank Golisch, 1509 Luray St. , Long Beach, Cal. Phone: (213) 422-3484.



- 1925 L      Judkins (??? Editor) 7 passenger touring. Recent complete mechanical restoration. Older cosmetic work which included paint, top, and plating. New tires. Quiet, smooth, and powerful running, the way a new Lincoln should be. Asking \$32,000.00.  
Contact: J.M. Wilson, PO Box 386, Aurora, Ohio, 44202.  
Phone: (216) 562-8366, or (216) 738-3071.
- 1927 L      Dual Cowl Phaeton, Locke body, restored. \$85,000.00.  
Contact: Al Link, James Way, Granite Springs NY 10527.  
Phone: (914) 248-5341.

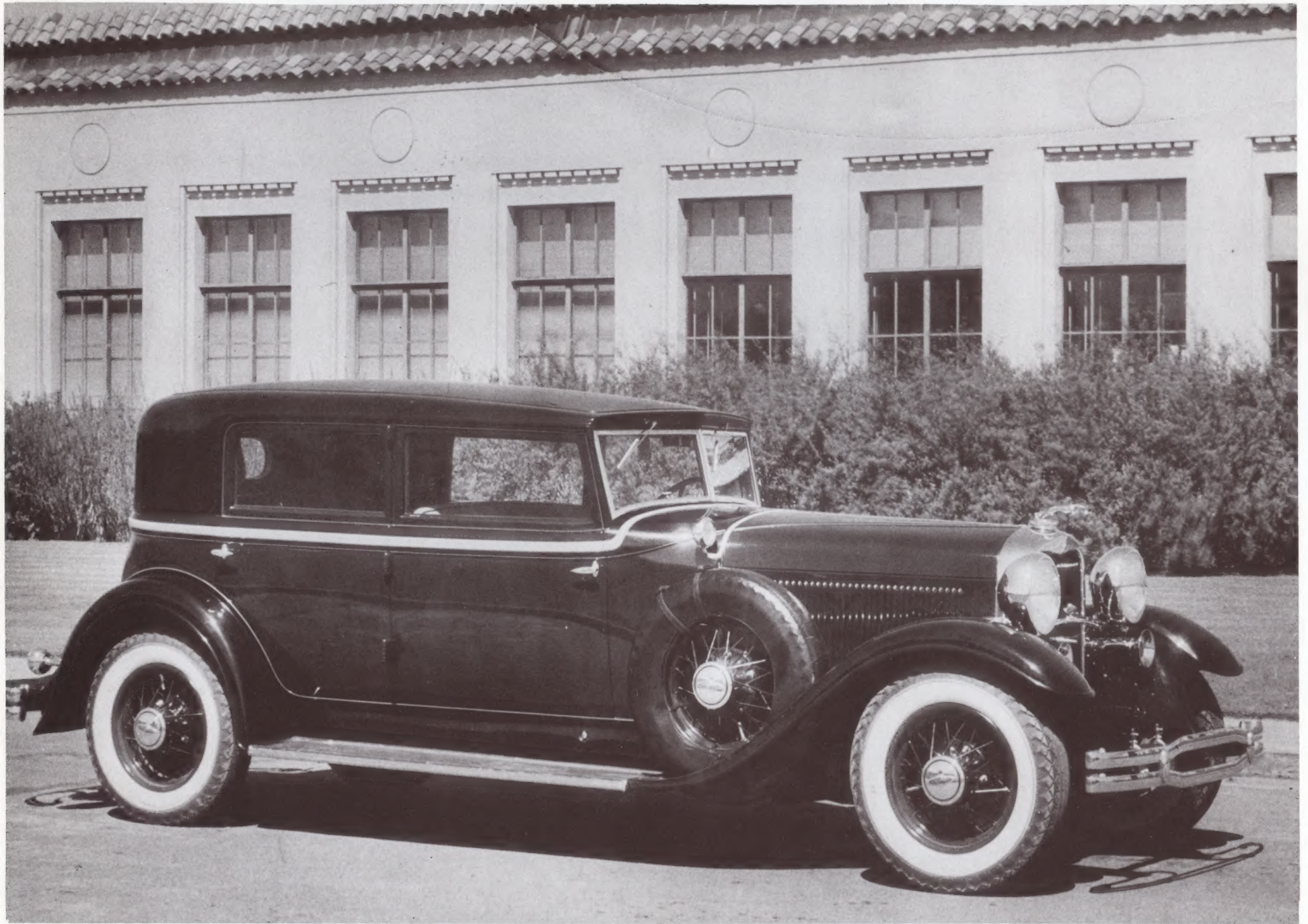
WANTED

- 1931 K      Speedometer cable
- 1932 KA-B      Hood Diamonds  
Contact: Gerald Lettieri, 132 Old Main St., Rockey Hill, Conn. 06067. Phone: (203) 529-7177.
- 1933-34      Parts car. Will buy almost any parts that can be used on a KB Lincoln.  
Contact: Charles Corry, 3817 Pendleton, Irving, Tex. 75062.  
Phone: (214) 438-3611 days, (214) 256-1008 evenings.
- 1931 K      Parts car  
Contact: David E. Edwards, 1507 Fleming Rd., Greensboro, NC., 27410. Phone: (919) 294-5402.
- 1936 K      LeBaron Convertible Sedan metal trunk. 40"l x 17"w x 16-21"h. Restored or restorable condition.  
Contact: Aston, PO Box 684, Whittier, Cal. 90601.
- !!!!!!!      Enthusiastic individuals who admire fine Classics that would like to be members of the Lincoln Owners' Club Inc. ENCLOSED WITH THIS ISSUE IS A SMALL QUANTITY OF LOC MEMBERSHIP APPLICATION FORMS FOR YOU TO HAVE AVAILABLE FOR THOSE YOU MEET WHO SHOW AN INTEREST IN JOINING A FINE ORGANIZATION. KEEP ONE IN YOUR LINCOLN!! REMEMBER, THE DUES ARE STILL ONLY \$10.00 PER CALENDAR YEAR.

As mentioned in an earlier issue of the Fork & Blade, this year, the Board of Directors will be elected by mail-in ballot submitted by all members in good standing. Henry Harper has been appointed chairman of the Nomination Committee, and will review all applications from members who wish to run for office. The LOC needs outstanding individuals who will be able to lead the club in the coming years when Lincolns become ever more in demand by people appreciating the finest in Classics. Those who feel that they can meet this challenge should submit their name along with a short summary of their past club experience. Mail all correspondence to Mr. Harper at LOC headquarters in Algonquin, Ill. Deadline for nominations will be the night of the National Meet banquet, August 22, 1980. Lack of response to this request for nominations will result in the appointment of club officers at the National Banquet at Hershey, with a majority vote of all members attending.

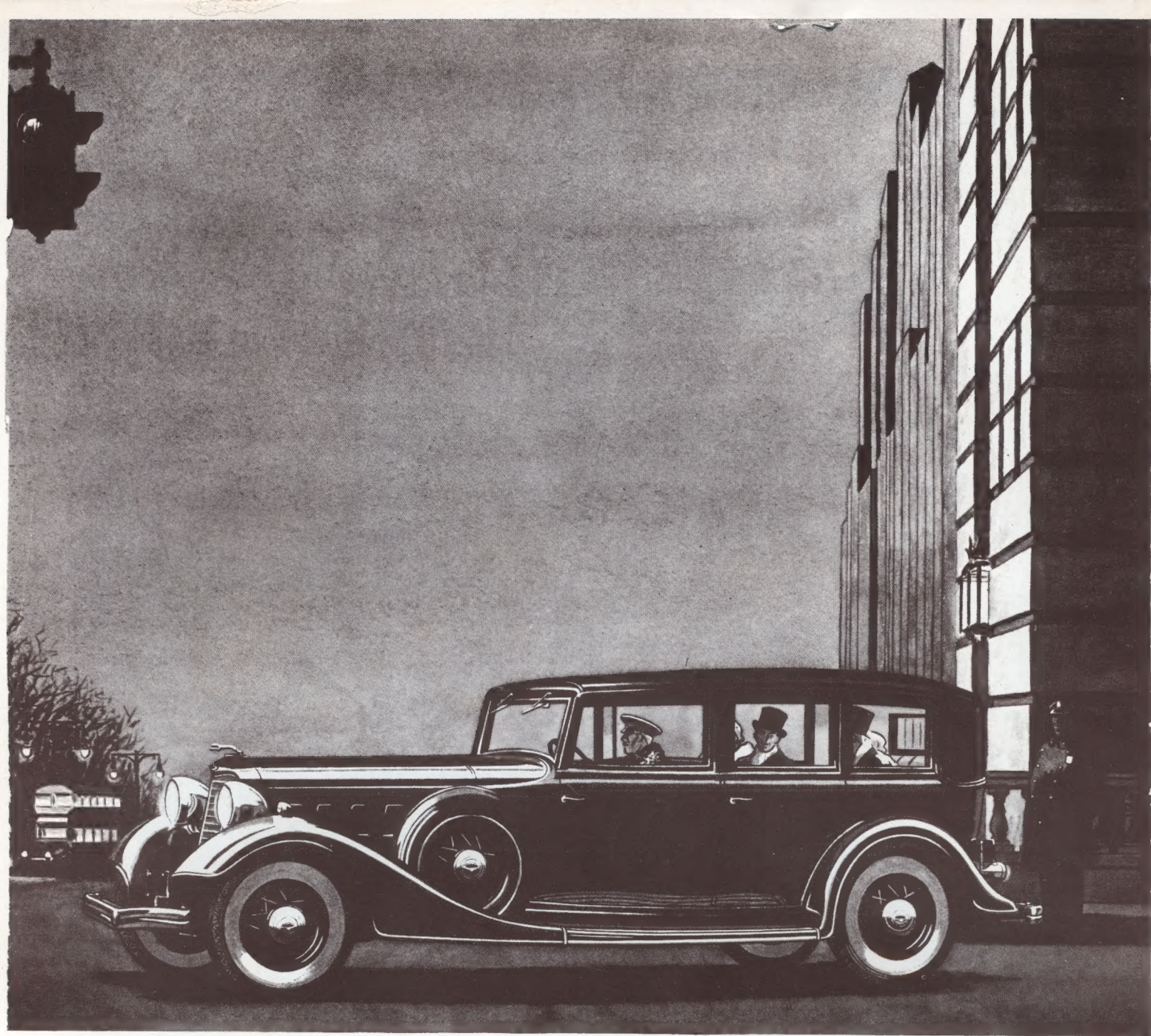


Can you identify this Lincoln?



Harry Andrews





**THE WILLOUGHBY LIMOUSINE**

## **The LINCOLN**

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THE LINCOLN, a versatile car, continually astonishes loyal owners who put it to supreme tests of one kind, and then, on another occasion, find that it can meet wholly new and different tests. Thus, a rancher in Wyoming, accustomed to mountain and desert driving, learns from his wife of the car's agility in city traffic. A business man, to whom the Lincoln is a triumph of engineering, suddenly realizes, as he emerges from the opera, how beautiful a car he drives. The Lincoln is all things to all people. . . . This is a luxurious car, a safe car, with a V-12 cylinder, 150-horsepower engine powerful enough to take steep hills in high and at an almost incredible pace. Lincoln engineers affirm it the finest they have yet designed, and experience on the road confirms that judgment. And it is a car which imparts to the owner, no less than to the maker, pride in its beauty and pleasure in its high achievements. Available in twenty-three standard and custom-built body types.